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New Series, Vol. VII, No. 19, Whole No. 316

January 29, 1916

In Memoriam

General Grenville Mellen Dodge

Born, 1831

Died, 1916

Norwich University

Class of 1851

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Dodge, Grenville Mellen

In memoriam - General Grenville Mellen
Dodge. Born, 1831, Died, 1916. Norwich
University, Class of 1851. Northfield,
Vermont.

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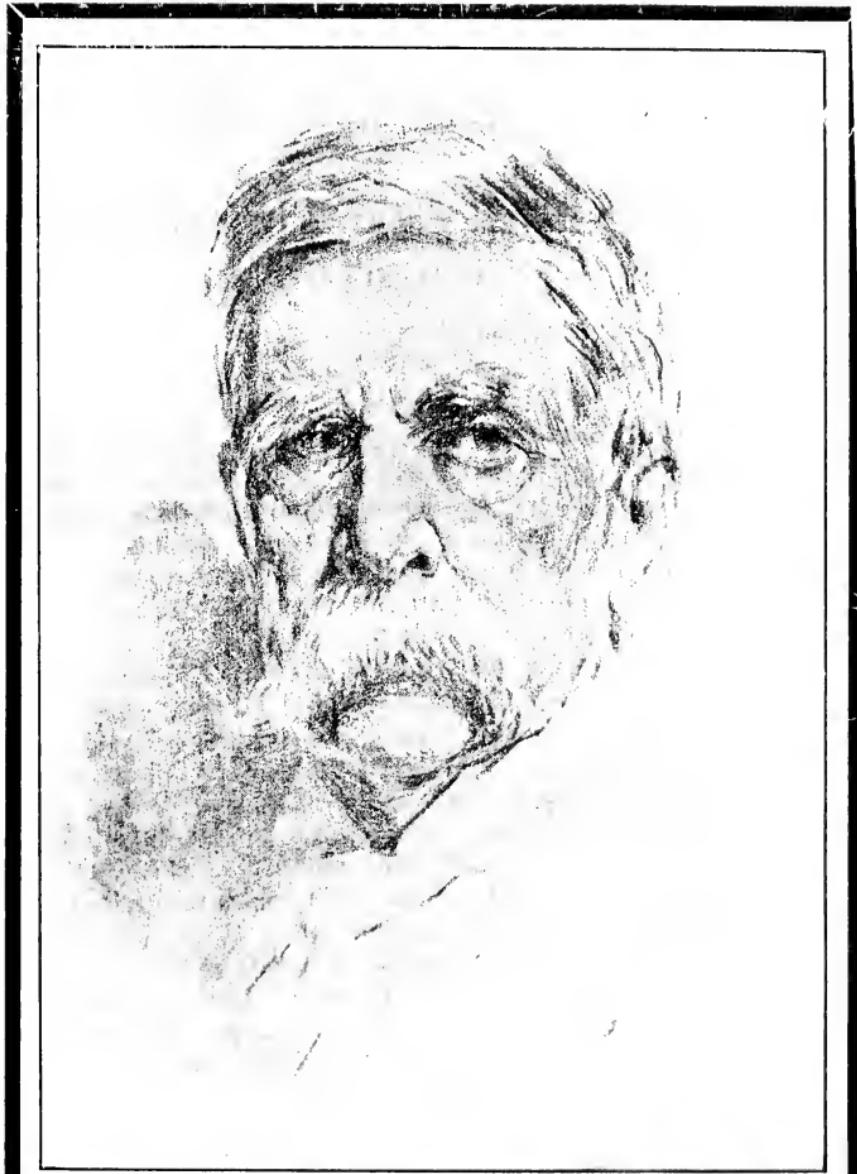
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General Grenville Mellen Dodge

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Major-General Grenville Mellen Dodge

C. E., LL. D., M. M. S.

Grenville M. Dodge, son of Sylvanus and Julia (Phillips) Dodge, was born in Danvers, Mass., April 12, 1831. His early advantages for acquiring education were quite limited, having only the benefits of the district schools during the winter months, but possessing a great desire for education, he spent all his spare time in study. Between the ages of ten and seventeen, he worked at market gardening, farming on the celebrated Lander farm in South Danvers; also in clerking in his father's and Lambert & Merrill's store in the same place. He attended the Durham (N. H.) Academy in the winter of 1845 and 1846, and in September 1848, entered Norwich University, remaining until the winter term of 1850-51, graduating from the Scientific department. He then entered Captain Partridge's private school for practical instruction in field engineering where he remained until July, 1851, receiving a diploma as a military and civil engineer.

He immediately went to Peru, Illinois, where he joined his two classmates, Thomas E. G. Ransom, '51, and Dunbar R. Ransom, '51, who were engaged by George W. Gilson, '37, in general land surveying. He was in the employ of Mr. Gilson, until November, 1851. He then entered the engineer corps of the Illinois Central Railroad as axe man and took part in the survey from LaSalle to Dixon. His training at Norwich soon placed him in charge of the transit, and he assisted in making the surveys from LaSalle to Bloomington, including the long bridge crossing over the Illinois River at LaSalle. He was employed in March, 1852, by Peter A. Dey, division engineer, as rodman on the Rock Island Railroad, and was assigned to the section extending from Tiskilwa to Sheffield. He was given charge of the surveys of the Peoria branch of this road from Peoria Junction to Peoria. In 1851, he prophesied the building of the great transcontinental line and outlined its location to Council Bluffs and from there to the Pacific coast.

In the spring of 1853, Mr. Peter A. Dey was appointed chief engineer of the Mississippi and Missouri Railroad and he selected Mr. Dodge as his principal assistant engineer. In March, 1853, he was given charge of the preliminary surveys and location of the road from Davenport, to Iowa City. Early in September, 1853, he began the surveys across Iowa through Marengo, Newton and Des Moines, reaching Council Bluffs in the fall, this being the first survey across the State. In order to determine where the Pacific Railroad would cross the Missouri River, he was instructed to make surveys west of the Missouri river to the Platte Valley. These surveys determined that Council Bluffs was that point and the Mississippi & Missouri Railroad made that their terminus, Construction work on the M. & M. R. R. was continued until 1854, when owing to a lack of funds, the work was suspended.

On November 11, 1854, he removed with his family to Council Bluffs and later in the same month to a claim on the Elkhorn River, adjoining the claim of his "N. U" associate, S. N. Fifield, '51. Here he made his home until February, 1855, when owing to Indian attacks upon the settlers, he moved his family to Council Bluffs, where he has made his home to date.

During 1855-61, he engaged extensively in mercantile business in Council Bluffs and freighting on the plains, and travelled and traded with the Indians. He sent the first train through to Denver and opened there, on Cherry Creek, one of the first mercantile houses under the name of Baldwin, Pegram & Co. The experience thus gained proved of great value to him when, in 1865-66, he conducted the Indian campaigns, and when engaged in the surveys of the Union Pacific and the Texas Railroads. He organized the banking house of Baldwin & Dodge, which became in 1868, the Pacific National Bank of which he was president. This was merged in 1878, into the Council Bluffs Savings Bank of which he was a director.

In the fall of 1855, he returned to Iowa City and took part in the construction of the M. & M. R. R., until 1857, when work was again suspended. He then returned to Council Bluffs and continued his reconnoissances and surveys west of the Missouri River, under the patronage of Henry Farnam and T. C. Durant, covering the territory along the 41st and 42d parallels of latitude, west to the Rocky Mountains. He also made the surveys for the St. Louis, Chillicothe & Council Bluffs Railroad, now a part of the Wabash system.

During his services in the Civil War, 1861-66, he was often called upon to use his engineering skill in destroying and reconstructing railroads and bridges that had been destroyed by the Confederate army. In the fall of 1861, he rebuilt a portion of the Missouri and Pacific Railroad from Rolla to Gascanade river. In 1862, he rebuilt the Mobile and Ohio Railroad from Columbus to Corinth. The work was pushed through with such vigor that by September, trains were running over the road to Corinth. In this work, he was ably assisted by Col. Geo. E. Bryant, "N. U." '55, and his regiment, the 12th Wisconsin Volunteers. In the fall of 1863, when General Grant was ordered to Chatanooga, he ordered General Sherman, who was marching towards Chatanooga with General Dodge's corps, to stop him on the Nashville & Decatur Railroad as he discovered it would be necessary to rebuild this line of road in order to supply his army with provisions.

General Grant in his Memoirs describes this work as follows: "Sherman's force made an additional army, with cavalry, artillery and trains all to be supplied by the single-track road from Nashville. All indications pointed also to the probable necessity of supplying Burnside's command in East Tennessee, of twenty-five thousand more, by the same route. A single track could not do this. I gave, therefore, an order to Sherman to halt General G. M. Dodge's command of about 8,000 men at Athens, and subsequently directed the latter to arrange his troops along the railroad from Decatur north toward Nashville, to rebuild the road. The road from Nashville to Decatur passes over a broken country, cut up with innumerable streams, many of them of considerable width and with valleys far below the road bed. All the bridges over these had been destroyed, and the rails taken up and twisted by the enemy. All the cars and locomotives, not carried off, had been destroyed as effectually as they knew how to destroy them. All bridges and culverts had been destroyed between Nashville and Decatur and thence to Stevenson, where the Memphis and Charleston and the Nashville and Chatanooga roads unite. The rebuilding of this road would give us two roads as far as Stevenson over which to supply the army. From Bridgeport a short distance farther east the river supplements the road.

"General Dodge, besides being a most capable soldier, was an experienced railroad builder. He had no tools to work with except those of the pioneers—axes, picks and spades. With these, he was able to intrench his men and protect them against surprises by small

parties of the enemy. As he had no base of supplies until the railroad should be completed back to Nashville, the first matter to consider, after protecting his men, was the getting in of food and forage from the surrounding country. He had his men and teams bring in all the grain they could find, or all they needed, and bring in all the cattle for beef and such other food as could be found. Millers were detailed from the ranks to run the mills along the line of the army. When these were not near enough to the troops for protection they were taken down and moved up to the line of the road. Blacksmith shops with all the iron and steel found in them were moved up in like manner. Blacksmiths were detailed and set to work making the tools necessary in railroad and bridge building. Axemen were put to work getting out timber for bridges and cutting fuel for locomotives when the road should be completed. Car builders were set to work repairing the locomotives and cars. Thus every branch of railroad building, making tools, to work with, and supplying the workmen with food, was all going on at once, and without the aid of a mechanic or laborer except what the command itself furnished. General Dodge had the work assigned him finished within forty days after receiving his orders. The number of bridges to rebuild was one hundred and eighty-two, many of them over deep and wide chasms. The length of road repaired was one hundred and two miles."

In the Atlanta campaign, when General Sherman's army faced the Chattanooga River, he determined to attack Atlanta by moving his force by the left and cross a portion of it at Roswell, Ga., and instructed General Dodge with his corps to move there immediately and build a bridge across the Chattahoochee River. Dodge's corps arrived there on Sunday evening and on Wednesday evening, three day's time, had built a bridge 14 feet high and 710 feet long upon which the Army of the Tennessee crossed that evening. Material for the bridge was obtained by tearing down some factories located at that place. After the Atlanta campaign, General Dodge was assigned to the command of the Department and Army of the Missouri. He was offered the position of chief engineer of the Union Pacific Railroad in January, 1865, but owing to the disturbances on the plains, General Grant was unwilling to spare his services.

On May 1, 1866, he was given a leave of absence from the army and on the same date assumed the duties as chief engineer at Omaha. On May 30, 1866, his resignation from the army was finally accepted. He at once took charge of the engineering forces in the field and ex-

tended the surveys to the California State line. Few people at the present time can appreciate the difficulties that attended the construction of this great road. No railroad had then reached Council Bluffs. All supplies had to be shipped by boat from St. Louis and St. Joseph up the Missouri River to Omaha. The country through which the road passed was occupied by Indians and the engineering parties had to be organized as military companies and did all their work under military escorts; practically all the construction work was carried on under the protection of the military forces. The graders and track-layers went to their work carrying arms, which they stacked along side of their work and although often attacked, many of them killed and the stock captured, the organization was so carefully planned that the construction was carried on without interruption and with unprecedented rapidity.

Ground was broken at Omaha, on December 1, 1863, and in 1864 a few miles were graded. In 1865, track was laid forty miles west of the Missouri River to Fremont; in 1866, 260 miles; in 1867, 240 miles; and from April 1, 1868 to May 10, 1869, 556 miles were built and 180 miles of temporary track and siding were added. The rapidity of building on this line has never been exceeded in this country; the entire cost of the road was \$57,000,000. On May 10, 1869, the last rail was laid, completing the connection of the road with the Central Pacific road at Promotory Point, Utah, thus making a continuous line from the Atlantic to the Pacific Ocean. On this day appropriate ceremonies were held which were witnessed by many of the prominent men of the country. Many tributes were given General Dodge for his work on this road. To accomplish this work, some 15,000 miles of instrumental line were run and over 25,000 miles of reconnaissance made. The road was so well located that within the last few years, when the road was rebuilt under the direction of Mr. E. H. Harriman, and as much money expended in lowering its grades and in shortening the alignment as it cost to build the road, only thirty miles of distance has been saved, and Mr. Harriman and the engineers who had charge of this reconstruction, have, in their public statements, given credit to the ability shown in the original location and construction.

During 1867-69, surveys were made for the Oregon Short Line from Salt Lake to Portland, Oregon, and also from the Humboldt Valley through the Beckwith Pass to California. During 1867, he had charge of the survey and construction of the road known as the Chicago Northwestern, from Boyer Valley to Council Bluffs, in order to hasten

its connection with the Union Pacific Railroad at that point. On January 25, 1870, he resigned the position as chief engineer of the Union Pacific and was appointed chief engineer of the California & Texas Construction Co., for the purpose of building a railroad from Shreveport to San Diego, California, a great part of which is now known as the Southern Pacific. During 1870, he conducted the surveys for the Colorado Central R. R.

During 1871 and up to 1874, he built the Texas Pacific Railroad from Shreveport to Dallas, Texas, and from Marshall via Texarkana to Sherman; also located the line to San Diego, Cal., and commenced at that point building east. The panic of November, 1874, caused a suspension of this work, until 1880. During this time, he visited Europe for his health, and was consulted by the engineers of Germany and Italy, who were building the St. Gotthard tunnel, through the Alps; and also by the French government, which was considering the question of building a system of cheap railways through France. In January, 1880, he became president of the Pacific Railway Improvement Co., and during 1880-85, built the Texas Pacific Railroad from Fort Worth to El Paso. He also made surveys by the way of Prescott, Arizona, crossing the Colorado River at Lee's Ferry, then northwest to the southwest corner of Utah; thence west, across the Nevada desert to Mono Lake and Pass, over the Sierra Nevada Mountains to the San Joaquin Valley and to San Francisco, it being the intention of the Texas Pacific and Union Pacific to join in a joint line from southwest Utah to California.

In 1880, he organized and became president of the American Railway Improvement Co., and built the New Orleans and Pacific R. R., from Shreveport to New Orleans. He also became president of the International Railway Improvement Co., building the present M. K. & T. line from Fort Worth to Taylor, Texas, and the International Railroad of Texas from San Antonio to Laredo. He was president of the Colorado Railroad Construction Co., and in 1881, he built the Fort Worth and Denver City Ry. from Fort Worth to Wichita Falls. In October, 1882, he became president of the Oriental Construction Co., and made the surveys and constructed a portion of the line from Laredo, Texas, via Meir and Victoria to the City of Mexico.

In 1882, he was appointed vice-president of the Mexican and Southern R. R., of which Gen. U. S. Grant was president, and succeeded him as president in 1885. He supervised the survey of this road from the city of Mexico through the State of Oaxaca to the

Pacific Ocean, which during the year 1910, has been connected with the E. H. Harriman system, building south along the gulf of California. In 1884, he conducted the surveys for the Cheyenne & Northern R. R. During 1883, he built the Des Moines Northern, which is now a part of the Chicago, Milwaukee & St. Paul system. On November 20, 1866, he became president of the Panhandle Construction Co., and built the Fort Worth & Denver City R. R., from Harold to Texline. In 1867, he organized and became president of the Colorado & Texas Railway Construction Co., and built the Fort Worth and Denver City R. R., to Trinidad, Col.

In 1869, Mr. Burlingame was appointed Minister to China by General Grant. After visiting China, he returned to this country with authority from the Chinese government to inaugurate a system of internal improvement in that country. He asked General Grant to recommend an engineer for that purpose. General Grant recommended General Dodge and Mr. Burlingame arranged with him to take the position. Mr. Burlingame then visited Europe, and while making negotiations for China, died; and none of his plans were carried out. In 1883 ,when General Dodge was engaged in railroad construction in Texas, the Chinese government again took up the question of internal improvements and their representative in Washington communicated with General Dodge, referring to the appointment of Burlingame, and offered him the appointment; but he could not then leave the works he was connected with in Texas, and had to decline.

In 1868, General Dodge made plans for the construction of a bridge across the Missouri River between Council Bluffs and Omaha. The Missouri River is a quick-sand stream and very changeable. It was then thought that piling could not be used for foundation of the piers; therefore , iron columns, eight feet in diameter were sunk from sixty to ninety feet below the surface of the water, which was more than twice as far as any foundation had ever been sunk in this country under air, and was really the beginning of the employment of air in foundation construction, which has grown now to be used in all kinds of foundations of great depth. When the Colorado Southern R. R. was organized, General Dodge was elected director the same year was later made chairman of the board, which position he held until 1909, when the road was sold to the Chicago, Burlington & Quincy, R. R. General Dodge then retired from active railroad work. After 1896 he did not engage in building new road, but developed the various properties with which he had been connected. He supervised the con-

struction of the Wichita Valley, the Trinity & Brazos Valley Roads and other extensions of the Colorado & Southern system.

His service with various companies, not mentioned before, was as follows: Union Pacific, R. R., director, 1869-97; Missouri, Kansas & Texas R. R., president; Fort Worth & Denver City R. R., director and president, vice-president several years; St, Louis, Des Moines & Northern R. R., president, 1884-90; Iowa Steamboat Co., director 1882 to date; Des Moines Union Railway Co., 1884-92; Denver, Texas & Fort Worth R. R., 1889-90; Des Moines & Northern Railway Co., 1890-92; Western Industrial Co., 1891 to date; Wichita Valley, R. R., 1891-1909; Union Pacific, Denver & Gulf R. R., 1891-92; Abeline & Southern, vice-president, 1909 to date,

Soon after locating in Peru, Illinois, General Dodge, with cadets T. E. G. Ransom and Dunbar R. Ransem, organized an artillery company. Its first actual service was in the suppression of a serious mob in Vermillionville. On his removal, in 1855, to Council Bluffs, he organized the Council Bluffs Guards, one of the first military companies organized in that State; was commissioned its captain in July 1856, and served until July 6, 1861. He advocated and urged the passage of an effective militia bill by the State Legislature in 1856, but failed to get it adopted.

In April, 1861, he tendered the services of this company to the Governor of Iowa for service in the Civil War, this company being the first to offer its services to the State. Its services were declined by the Governor, because it was the only military company on the frontier, and he was unwilling to withdraw it from that border. Captain Dodge was appointed an A. D. C., on the staff of Governor Samuel Kirkwood, and in April, 1861, was sent to Washington to procure the necessary equipment for the volunteers. Through his energy and zeal, he obtained six thousand stands of arms with ammunition. The secretary of war recognizing his ability, offered him a captain's commission in the regular army, which was declined as he felt his services were needed by his State. Secretary of War Cameron, then telegraphed Governor Kirkwood, requesting that Captain Dodge be given command of one of the State regiments. Governor Kirkwood responded and on July 6, 1861, appointed him colonel of the 4th Iowa Volunteers with authority to organize and recruit it and put it in camp at Council Bluffs, Iowa. The Council Bluffs Guards became Co. B of that regiment.

While the regiment was being organized, Colonel Poindexter organized a Confederate force in Northwest Missouri, on the Iowa border, threatening that State. Colonel Dodge, with a portion of his regiment and a section of artillery, moved against Colonel Poindexter, reaching Clarinda, when the Confederates retreated, destroying their transportation. Colonel Dodge then returned to Council Bluffs and completed the organization of his regiment, and the 2d Iowa battery. Great delay was experienced in obtaining the necessary clothing and equipment, and Colonel Dodge, unwilling to wait longer, pledged his own security to obtain the necessary supplies. He moved with his regiment and battery on August 13, 1861, and reported to General Fremont at St. Louis; on August 24, 1861, was sent to Rolla, Mo., and on October 9, 1861, was assigned to the command of this important post. During his service at Rolla, he sent out expeditions to Houston and Salem, November 1, meeting and defeating the enemy in both engagements. He was wounded in the left leg on December 15, 1861.

During December and January, the army of the Southwest was concentrated and mobilized at Rolla under Brig.-Gen. S. R. Curtis. On January 21, 1862, Colonel Dodge was assigned to the command of the 1st brigade, 4th Division, Army of the Southwest; one of the companies of the 4th Iowa was the first to occupy Springfield, Mo., on February 13, 1862. His brigade took part in the engagements at Sugar Creek, on February 17, 1862, and at Cane Creek, February 20, 1862. He defeated Gates' command at Blackburn's Mills on February 27, 1862; took possession of and run the mills at this point for the purpose of feeding the army.

In the battle of Pea Ridge, March 6-8, 1862, Colonel Dodge's brigade held the extreme right, and the fact that it was enabled to maintain its position until night, while all the other forces of the right wing of the army were driven back, gave it the credit of having saved the day. In this battle, every field officer in his command and one-third of the rank and file were killed or wounded. Colonel Dodge was wounded in the side. He was commissioned brigadier-general, March 31, 1862, for his services in this battle.

Upon recovery from his wounds, he reported to Maj. Gen. H. W. Halleck at Corinth, Miss., June 6, 1862, and was assigned to command of the Central Division of the Army of the Tennessee, and ordered by him to report to Brig. Gen. W. F. Quimby, commanding the District of Columbus. During June-August, 1862, he re-built the railroad from

Columbus, Ky., to Corinth, Miss.; also constructed earthworks and block houses at bridges and railway stations and other important works. During his services here, he organized and mustered into service the 1st Tennessee Cavalry. He also captured Dyersburg, Huntington and O'Brien, and General Villipigue was defeated by him on the Hatchie River.

On September 29, 1862, by order of General Grant, he was assigned to the command of the District of Columbia, Ky.; captured Colonel Faulkner and his command at Island No. 10; also captured the State troops and conscripts, some 1,400 in number, twenty-three miles west of New Madrid. On October 30, 1862, he was assigned, by order of Maj.-Gen. U. S. Grant, to command the 2d. Division, Army of the Tennessee, at Corinth, Miss.; was assigned, on November 15, 1862, to the command of the District of Corinth, by order of Maj.-Gen. U. S. Grant; extensive fortifications and important works in and around Corinth were finished while holding that command.

On December 1, 1862, a combined movement was made from Holly Springs and Corinth, in which his troops captured Tupelo and Okolona, Miss., defeating the enemy and capturing the stores at these places. In December, 1862, by order of Maj. Gen. U. S. Grant, he moved to Lexington and Spring Creek, Tenn., driving General Forrest across the Tennessee River.

In February, 1863, he attacked Van Dorn's column at Tuscumbia, Ala., which was moving against General Rosecrans; was in command in April, 1863 of the 2d Division, part of the 5th Division and a portion of the Cavalry Division of the 16th Army Corps, and made an expedition into Northern Alabama, defeating the forces of the enemy in the Tuscumbia Valley. During this movement, the fights at Bear Creek, Cherokee, Burton Station, Leighton and Town Creek occurred; also destroyed immense quantities of stores for Bragg's army, that were along the Memphis & Charleston Railroad and in the Tennessee Valley; also during this movement Colonel Straight's noted raid through Georgia occurred. On returning home from this expedition, April 1863, General Chalmers and Ruggles were attacked and defeated at Tupelo. In June, 1863, his forces crossed the Tennessee River at Savannah, and gaining General Van Dorn's rear, captured the town of Florence and defeated its garrison. On June 19, 1863, he attacked General Furgeson's command on the Big Muddy and stopped the raid on the Memphis & Charleston, R. R., after much severe fighting and heavy loss.

During the Vicksburg campaign, General Grant left General Dodge and his command at Corinth for the purpose of holding that flank and preventing General Bragg from detaching any of his forces for the purposes of reaching the Mississippi River, and cutting General Grant's communications. He performed this duty so well that on July 5, 1863, General Grant, in sending his recommendations for promotions, placed General Dodge's first, requesting that he be made major-general. On July 8, 1863, he was assigned to the command of the left wing of the 16th Army Corps, with headquarters at Corinth. On July 14, 1863, his forces defeated a portion of Roddy's command at Jackson, Tenn., and captured a large number of prisoners. On August 15, 1863, his forces made a raid on Grenada, Miss., capturing a large number of locomotives, cars, railroad stock, stores, etc., which were destroyed; also defeated the enemy at Water Valley and Grenada. While in command at Corinth, he organized and mustered into the service the 1st Alabama Cavalry, the 1st Alabama Colored Infantry, and several companies of colored troops for siege artillery. On October 30, 1863, he reported with his command to Major-General Sherman, then moving into middle Tennessee and took part in his movement to Chattanooga.

During the months of November and December, 1863, he rebuilt the Nashville & Decatur R. R., from Nashville to Decatur, Ala., also constructed and laid pontoon bridges across the Tennessee, Duck, and Elk rivers in Alabama, and constructed good and substantial earthworks and stockades at all the important points. During this time, his forces held the north side of the Tennessee River from Decatur, Ala., to a point opposite Tuscumbia; the command also took part in several engagements with the enemy, and captured and fortified Decatur, Ala. During this command, he organized and mustered into service, the 2d and the 3d Regiments of Alabama colored infantry.

On May 1, 1864, in command of the 16th Army Corps in the field, he moved to Chattanooga and took part in the Atlanta campaign. He led the advance of the Army of the Tennessee on May 5th; took part in the battles and engagements at Ships Gap, May 6th; Snake Creek Gap, May 9th; Resaca, May 11th; captured on May 11th, Lay's Ferry on the Etowah river, and laid pontoon bridges and reached the flank of Johnson's army; on May 12th, on the retreat of Johnson's army, attacked and defeated Walker's division near Rome Cross Roads; took part in the engagement at Kenesaw Mountain,

Roswell, Dallas, Decatur, July 21: Atlanta, July 22, and Ezra Church on July 28.

At the battle of Atlanta on July 22d, General Hood, while making his celebrated movement to the rear of the Army of the Tennessee, encountered the 16th Army Corps under command of General Dodge, and a great battle took place. General Dodge held Hardee's corps and frustrated General Hood's attempt to gain the rear of the Union Army. General Dodge received the commendation of the officers for his valuable services on that duty. One brigade of his command, under General Sprague, held Decatur against the attack of the entire cavalry command of the Confederate army and saved all the trains of the Army of the Tennessee.

General Grant, after his first recommendation for the promotion of General Dodge, renewed it several times and on June 7, 1864, he was successful, and General Dodge was commissioned major-general of Volunteers. On August 19, 1864, General Dodge, while out on his line arranging to make an attack in front of Atlanta, was wounded in the head. He gave the command of his corps to his old classmate at "N. U." Brevt. Maj-Gen. T. E. G. Ransom, '51. After recovering from his wound, on October 14, 1864, he was ordered to City Point, Va., to visit General Grant. He spent two weeks at General Grant's headquarters and had an opportunity to see the Army of the Potomac and the Army of the James.

On November 3, 1864, he was assigned to command of the District of Vicksburg and to the command of the left wing, 16th Army Corps. On December 2, 1864, he was assigned to the command of the Department and the Army of Missouri; was commissioned on December 9, 1864, major-general of the Missouri State Militia, which was serving in the United States Army. At this time, General Grant wired him to know if a campaign could be made against the Indians on the plains in the winter. He answered "Yes", and immediately, on January 30, 1865, the Department of Kansas was added to the Department of the Missouri. All the overland routes were in the possession of the Indians and he was ordered to open them. Gen. Jeff C. Thompson's Confederate forces in Arkansas, some seven thousand strong, surrendered to him on White River, Arkansas.

During January-March, 1865, his forces made Indian Campaigns on the plains, opening up the stage and mail lines and rebuilding the telegraph lines, which had been destroyed by the Indians. To ac-

complish this work, his troops fought several severe battles with the Indians. From July, 1865 to May 1866 he made the Indian campaigns extending from the Arkansas River on the south, to the Yellowstone on the north. In these campaigns, several battles with Indians were fought by forces under Generals, Sanborn, Ford, Conner; and Colonels Cole, Walker and others. Treaties of peace were made with the Comanches, Apaches and southern Cheyennes and other southern tribes. A council was held with the Northern Cheyennes, Arapahoes and the Sioux at Fort Laramie, and a basis for treaty agreed upon. For services in this campaign, General Dodge received the thanks of the Legislature of Iowa.

He resigned his commission in the army on March 1, 1866, and on May 30, 1866, it was accepted. General Grant was very desirous of retaining General Dodge's services in the regular army and in his bill, placing a certain number of generals of volunteers in the regular army, General Dodge was placed at the head. At the breaking out of the Spanish War, General Dodge was tendered, by President McKinley, a major-general's commission and the command of the first corps organized. General Dodge thought that the young men of the army should be given command in the field, and said if the war developed so that it was necessary for officers of the Civil War to take part he would accept. President McKinley appreciated this and held the appointment in abeyance, often consulting General Dodge during the progress of the war.

General Dodge was a Republican in politics and he took an active part in all the Presidential elections from 1861. He was a delegate-at-large from Iowa to the National Republican convention held in Chicago in 1868; Philadelphia in 1872; Cincinnati in 1876. In July, 1866, he was nominated by his party as Congressman from the Fifth District of Iowa; and was elected by over 4,500 majority. He proved an active and efficient representative. He rendered valuable service to the country, particularly in his support of the bill for reorganizing of the army. He was also noted for his attention to legislation affecting his own State, and was instrumental in procuring the passage of the act reimbursing the State for its expenditures in raising and equipping troops and in defending her border. He declined a re-nomination in 1868, as he wished to devote all his energies to the construction of the Union Pacific R. R.

He was a member of the I. O. O. F. and the P. O. Elks of Council Bluffs. On the death of General Sherman in 1892, he succeeded that

officer as president of the Society of the Army of the Tennessee which office he held for many years. He served as vice-president of the Grant Monument Association and president of the Grant Birthday Association. He was a member of Lincoln Post, G. A. R., and the Union Veteran League of Council Bluffs. He was one of the first organizers of the Loyal Legion, serving as commander-in-chief in 1907-09; was also commander of the New York Commandery for some time. He was an honorary member of the Union League Club of New York City; and member of the United Service Club; Coney Island Jockey Club; Commercial Club of Council Bluffs; Boston Club of New Orleans; Republican Club and the Army and Navy Club of New York City; Military Service Institution; State Historical Societies of Iowa, Missouri and Nebraska.

General Dodge was ever a loyal son to his Alma Mater, and was for many years a liberal supporter of the many interests of the Institution. He served as a trustee from 1882 until his death. He assisted in organizing the Norwich University Alumni Association of New York City in 1883 and served as its president until 1909. He was elected an honorary member of the A. S. P. Fraternity in the early sixties and took an active interest in the welfare of the Fraternity.

He was a frequent contributor to the periodicals of the country on subjects relating to engineering, military and historical matters. He published in 1911, *How We Built the Union Pacific Railway*, and other Railway Papers and Addresses; also in the same year, *The Battle of Atlanta* and delivered many addresses in various parts of the country on historical, engineering, and military subjects.

He was married at Salem, Mass., May 29, 1854, to Annie Brown, a native of Peru, Ill., who survives him. Three children were born to them, all of whom are living, Lettie, born June 17, 1855, married Robert E. Montgomery, and resides in Council Bluffs, Iowa; Ella, born December 12, 1858, married Frank Scott Pusey, and resides in New York City; Annie, born March 7, 1866, also resides in New York City.

Letters and Telegrams

The news of the death of General Dodge was officially conveyed to the University by a telegram sent to Mr. George E. Carpenter, Secretary of the Board of Trustees, by Mr. S. B. Hoon, Secretary to General Dodge. Immediately upon receipt of this sad information Mr. Carpenter sent the following telegram to Mr. Hoon:

Jan. 4, 1916.

Mr. S. B. Hoon,
Secretary to General Grenville M. Dodge,
Council Bluffs, Iowa.

Your wire bringing sad news of the death of General Dodge received. Please extend to family my most heartfelt sympathy. Am advising Trustees, Officials and Faculty of the University of the sad news.

(GEORGE E. CARPENTER)
Secretary, Board of Trustees of Norwich University

The Trustees, Officials and Faculty of the University were notified of the death of General Grenville M. Dodge by the Secretary of the Board of Trustees and the following telegrams were transmitted to Mr. Hoon.

January 4, 1916.

Mr. S. B. Hoon,
Secretary to Gen. Grenville M. Dodge,
Council Bluffs, Iowa.

Please extend my most sincere condolence and heartfelt sympathy to the family of General Dodge. Advise by wire funeral arrangements.

(IRA L. REEVES)
President.

January 4, 1916.

Mr. S. B. Hoon,
Secretary to General Grenville M. Dodge,
Council Bluffs, Iowa.

Officials, Faculty and Cadet Corps of Norwich University extend most heartfelt sympathies to the family of General Dodge in this hour of their great bereavement.

(IRA L. REEVES)
President.

Mr. S. B. Hoon,
Secretary to General Grenville M. Dodge,
Council Bluffs, Iowa,—

The Faculty of Norwich University extend their sympathy to the family of General Dodge and desire to express their sorrow over the loss of so great and kind a friend.

(H. R. ROBERTS)

Dean.

Jan. 5, 1916

To the Family of General Grenville M. Dodge
Care of S. B. Hoon, Council Bluffs, Ia.

The Alumni of Norwich University extend to you their sincere and heartfelt sympathy in this your and our great bereavement.

C. N. BARBER
Secretary Alumni Assn.

Norwich University,
Northfield, Vermont.

Secretary to the late General Grenville M. Dodge,
Council Bluffs, Iowa.

Jan. 4, 1916

The Norwich University Cadet Corps joins with the family in the grief caused by the death of our highly esteemed alumnus and friend. We pray that our Heavenly Father may lessen the anguish of your bereavement and leave only the cherished memory of the loved and lost.

MAJOR ARTHUR D. EDMUNDS
Commanding Cadets.

The following letters of condolence were sent to the family by the Faculty, the Student body, University officials, and the Alumni Association.

Mrs. Lettie D. Montgomery,
care residence, General G. M. Dodge,
Council Bluffs, Iowa.

My dear Mrs. Montgomery:—

Everybody at Norwich University was shocked and deeply grieved at the news of the death of your father, General Dodge. The first news we had of this very sad event came from a wire from the General's Private Secretary to Major George E. Carpenter, Secretary of the Board of Trustees. The wire came to Northfield, and was phoned to Major Carpenter at Montpelier, and he called me up on the phone and advised me.

Just as soon as we received word as to the date of the funeral, we made investigation to ascertain if it would be possible for some one from Northfield to be present. The only train connection that promised anything at all allowed only about twenty minutes for transfer in Chicago, and travel from Northfield to Chicago by the way of

the Grand Trunk. Upon inquiry with those who had traveled over this route I was advised that it would be next to impossible for any one to arrive there in time. I therefore wired to Lieutenant R. T. Phinney, Professor of Military Science and Tactics at the University of Iowa, asking him to attend the funeral and represent the University. It is a matter of regret that it seemed impossible for me to leave here in time to be present at the funeral.

We are arranging memorial services to be held in the University Chapel at 3:30 p. m., Thursday afternoon. We hope to have Rev. Homer White of Randolph, who was an old friend of General Dodge, conduct this service.

Our college activities will be suspended from noon until retreat Thursday afternoon, and the officers are directed to wear mourning on the hilts of their swords for thirty days.

We are preparing a memorial booklet which we hope will be from the hands of the printer within a few days.

We have tried to do everything within our power to show due respect, to our distinguished deceased alumnus, but after we have done all that can be done in a material way, we find that it does not begin to express our deep sorrow. This feeling is not confined alone to the University, but is manifest in the entire community, and throughout the State of Vermont, as is shown by the expressions of the state press.

Again expressing my deepest regrets that it was not possible for us to be personally represented directly from the institution, and to again endeavor to express the feeling we have of our very great loss, I am,

Very sincerely yours,

IRA L. REEVES, President.

Secretary to the late Grenville M. Dodge,
Council Bluffs, Iowa.

The Faculty of Norwich University learn with the deepest sorrow of the death of General Grenville M. Dodge of the class of 1851.

In his death America loses a master of industry, a military chieftain, a true patriot—Norwich loses a wise counselor, a generous benefactor, a distinguished alumnus.

The building bearing his name and presented to this institution by him is a daily reminder of his beneficence; but his successful life, his devotion to his Alma Mater and his service as a member of its Board of Trustees constitute, in a greater measure, an enduring monument to his memory and a constant inspiration to young manhood preparing for life's work.

We therefore extend to the members of his family our heartfelt sympathy in this hour of trial, praying that there may come to them some comfort in the fact that his was a life of usefulness, coupled with the great achievements of a great nation.

H. R. ROBERTS
Dean.

Secretary to the late Grenville M. Dodge,
Council Bluffs, Iowa,

Whereas, The great Ruler of the Universe has, in his infinite wisdom, removed from our circle our worthy and esteemed statesman, soldier, engineer and alumnus, Major General Grenville Mellen Dodge; and

Whereas, The intimate relation held during a long active life by him with the members of this Institution makes it fitting that we record our appreciation of him; therefore,

Resolved, That the wisdom and ability which he has exercised in aid of our college work, by council, service, and funds will be held in grateful remembrance.

Resolved, That the sudden removal of such an Alumnus from our circle, in which he has held the leading positions for more than sixty-five years, leaves a vacancy and shadow that will be deeply realized by all his associates and friends, and will prove a grievous loss to Norwich University.

Resolved, That with deep sympathy with the afflicted relatives and friends of the deceased, we express an earnest hope that even so great a bereavement may be overruled by the hope in futurity and faith in God.

Resolved, That a copy of these resolutions, properly engrossed be presented to the family of our deceased Alumnus.

Committee:

MAJOR ARTHUR D. EDMUNDS,
CAPTAIN E. GERALD ADAMS,
CAPTAIN CLARENCE L. STEVENS,
CAPTAIN EDWARD H. BROOKS,
CAPTAIN LEON E. RYDER.

Secretary to the late Grenville M. Dodge,
Council Bluffs, Iowa,

"The Boston Alumni of Norwich have particular reason at this time for being mindful of General Dodge, in that he awakened a 'Norwich enthusiasm' at one of the early meetings of this association, and pledged anew his support to his Alma Mater, which later bore fruit in buildings, equipment and endowment.

"In General Dodge we recognize a sturdy New England character, and that best product of the educational system of Captain Aldea Partridge, 'education for the fullest duties of both Peace and War.' Eminent in both peace and war;—one of the Generals in the great struggle between the North and South;—Engineer of the first Trans-Continental railroad, in which capacities he realized his boyhood ambitions, in 'fighting a battle and building a railroad';—Confidant of the Presidents from Lincoln to Taft;—Consulting Engineer in the world's greatest engineering feats;—Congressman;—Arbitrator;—Trustee of Norwich. May his achievements and many qualities long be emulated by the Norwich Cadets."

Boston, Mass., January 8th, 1916.

Committee:

N. L. SHELDON,
DEWITT C. WEBB,
E. W. GAYNOR.

Secretary to the late Grenville M. Dodge,
Council Bluff, Iowa,

As members of the General Alumni Association of Norwich University we are forced to a consciousness that time, in its onward course, has wrought its last great change upon our beloved associate and brother alumnus, General Grenville Mellen Dodge, and carried him forward out of our presence into the boundless realm of the Infinite.

Therefore, be it resolved, that we bow in reverent submission while this loyal son and staunch supporter of the institution we all love so much passes to his final reward.

Be it further resolved, that he is not lost to Norwich University nor to our association, for such a life can never be lost to us. All that one could expect to achieve of honor, glory or renown for his alma mater General Dodge has been permitted to achieve for "Old N. U." Besides he has often contributed of his substance, and "Dodge Hall" stands as a constant reminder of his generosity. Yet the greatest heritage is the record he leaves to adorn forever the brightest pages of our college history, and a memory that will live freshly to encourage and inspire to noble and patriotic endeavor, every son of "Old N. U." so long as institutions shall endure.

Be it further resolved, that we are called to rejoice that General Dodge was permitted to complete a career so full of honorable and glorious achievement. A young nation passing through the struggles of its early development and even through the throes of a terrible civil war afforded the field for his labors. General Dodge entered that field in the full vigor of young manhood, equipped with a natural endowment and an educational training which enabled him to cope successfully with the most difficult problems of those crucial times. Distinguished as statesman, financier, engineer, railroad builder, soldier and leader, our lines cannot even give a synopsis of his great works. It may well be said of him, that he was the great railroad engineer and builder of the Civil War. For organizing an army into a railroad building force, building railroads in the enemy's territory, taking his subsistence and supplies as well as preparing his tools and material from the crude products of the countryside about him, some of General Dodge's accomplishments astonished the world. For his work as a pioneer railroad surveyor and builder, across the Great Western Plateau, the Rocky Mountains and the vast region between there and the Pacific, in the face of hostile Indians, in the midst of the hardships of a wild unsettled country, overcoming the difficulties of a topography that seemed forbidding, history hardly affords a parallel.

All this, he has been permitted to accomplish and to live afterwards to see how his works helped to transform the Great Wild West into the home of a high civilization.

Be it further resolved, that we tender our heartfelt sympathy to the surviving members of his family, for, however natural it was that the change should come, however much it was to be expected and however thoroughly it accords with the Divine plan, yet we know the loneliness which follows the departure of a dear member of one's own family.

May the foregoing resolutions be spread upon the records of our association and copies forwarded to General Dodge's family and to Norwich University.

C. N. BARBER,

Secretary of the General Alumni Association of Norwich University.

Dated, Northfield, Vermont, January 25, 1916.

The short space of time intervening between the receipt of the notification of General Dodge's death and the funeral, made it seem highly improbable that a local representative of the University would be able to reach Council Bluffs before the ceremony. Consequently Colonel Reeves telegraphed to Lieut. R. T. Phinney, U. S. A., Professor of Military Science and Tactics at The State University of Iowa, and a Norwich graduate, asking him to represent the University at the services. On the eleventh of January the following letter from Lieutenant Phinney was received by Col. Reeves:

January 8, 1916.

Captain Ira L. Reeves, U. S. A. retired.

President, Norwich University,
Northfield, Vermont.

My dear Captain Reeves,

Your telegram reached me during the forenoon of the 5th, and that night I went to Council Bluffs to attend General Dodge's funeral.

The morning of the 6th I went to the florist, and found that the flowers had been supplied,—a beautiful five foot spray of pink roses with a maroon ribbon with the letters N. U. in gold.

At the house I found the General's grand-daughter and her brother, the only relatives able to be present, and to them I extended the sympathy of the University.

I enclose a clipping containing the best account of the funeral that I could find. In it, you will see that, as the representative of Norwich, I was given a place with the Governor of the State, and his Adjutant General.

You may be sure that I greatly appreciate the honor of representing the University at this time.

Respectfully,

R. T. PHINNEY,
1st. Lieut. Infantry.

On January 11, a letter from S. B. Hoon, Secretary to General Dodge, was received by Colonel Reeves. This letter explained the manner in which the telegraphic instructions of Colonel Reeves were carried out at Council Bluffs and an excerpt from it follows:

January 8, 1916.

Col. I. L. Reeves, Pres.,
Norwich University,
Northfield, Vt.

Dear Sir:—

Your two favors of the 4th confirming your telegrams extending sympathy to the Family of General Dodge and ordering a floral set piece for the funeral, just received.

These telegrams were both turned over to the Family, but I have intended to report our efforts in regard to the flowers.

We were unable to get just what you probably would have liked,—a floral set piece consisting of dark carnations for the maroon color, working in the gold. But the florist made up an exquisite spray of Ward Roses tied with maroon ribbon with gold lettering, "N. U." which we saw among the many other tributes and it was very beautiful.

* * * * *

We sent the following card with the flowers: "With deepest sympathy in memory of our Beloved Friend, Benefactor and Ideal American Citizen, Major-General Grenville Mellea Dodge." Signed Norwich University.

Respectfully yours,

OFFICE OF G. M. DODGE

By S. B. HOON.

Memorial Services

On Thursday, January 6, at three o'clock (Eastern time) a memorial service was conducted in the college chapel which was simultaneous with the funeral at Council Bluffs. Colonel Ira L. Reeves, President of the University, presided and the order of service was as follows:

Hymn—No. 283—Onward Christian Soldiers

Scripture)

Rev. J. B. Sargent,^{Chaplain}

Prayer J

President Reeves

General Dodge: His Life

Hymn—No. 288—The Son of God Goes Forth To War

Our Friend

Dr. Mayo

Hymn—No. 349—America

Taps

Benediction

The Daily Nonpareil of Council Bluffs, in its issue of January 7, devoted several columns to an account of the funeral of General Dodge a portion of which is here reproduced:

In spite of cold and discomfort thousands of Council Bluffs people and hundreds from Iowa and other states, Thursday afternoon packed the streets and the grounds of the home from which the remains of Major General Grenville Mellen Dodge were carried to their last resting place in Walnut Hill cemetery.

Long before 1 o'clock, the hour at which the services began, Third street before the Dodge home was packed with people unable to gain admission to the house, but eager to pay their respects to the memory of the distinguished dead.

While the services in the house were in progress the troops of the escort, ten companies of National guard under command of Lieutenant Colonel M. A. Tinley, moved into position facing the entrance to the grounds and the caisson which was to bear the pall took position to receive it. The troops of the escort consisted of six companies of the Third infantry, I. N. G., organized in two short battalions, and a full battalion of the First Nebraska infantry, from Omaha, with a machine gun section. The caisson with its equipments of harness was from the federal arsenal at Rock Island.

Home Filled With Flowers

The home was filled with floral tributes from friends and acquaintances far and near and scores of handsome pieces and huge bouquets and baskets had to be placed in the upper rooms. No such profusion of flowers has been seen at any funeral held in this section of the country. The offerings came literally by hundreds, from the simple bouquet of a lifelong neighbor to the elaborate set piece, the gift of a lodge or a railroad or a society of which he long had been an honored member.

Dr. Alfred G. A. Buxton of St. Paul's officiated, reading the Episcopal service for the dead and also, by special request of the general, made some time before his last illness, Tennyson's beautiful verses, "Crossing the Bar",

"Sunset and evening star,
And one clear call for me—"

The Elks-Imperial double quartet furnished the music, singing "Lead Kindly Light," after the opening lines of the service; "Jesus Lover of My Soul," after the psalter, and "The Battle Hymn of the Republic," as the closing selection. The first two numbers were selected by the general himself some time before his death. The last was chosen by the family, as being peculiarly appropriate.

Short Eulogy is Read

Dr. J. T. Jones of the First Congregational church delivered a short eulogy on the dead, detailing briefly some of the achievements which made him great. In part Dr. Jones said:

We have assembled today in this home which has become historic to acknowledge the sovereign presence of Almighty God in human affairs, to pay a tribute of affectionate gratitude to the memory of the most distinguished citizen of Council Bluffs and Iowa, to draw further inspiration from the remembrance of his splendid gifts and achievements, to express our heartfelt sympathy with this large company of bereaved friends, and to seek the unspeakable comfort which is revealed in our common and precious religion. The object of the service is not to attempt to recount the biographical details, the thrilling incidents, or the extraordinary triumphs of General Dodge's eventful career. With these, every reader of the daily press is already familiar.

General Dodge was not indifferent to the spiritual side of life. The hymns selected by him to be sung on this occasion proclaim in unmistakable language his unfaltering belief in God and the future life. They breathe the aspiration expressed in the prayer of an ancient leader of men, "Lead me to the Rock that is higher than I."

Back of his magnificent self-reliance, his rare energy of will, his strategical ability and invincible valor, he felt with Cardinal Newman that "there are only two luminously self-evident beings, myself and the Creator," or with the poet Wordsworth,

* * * * *

"I have felt
A presence that disturbs me with the joy
Of elevated thoughts; a sense sublime
Of something far more deeply interfused,
Whose dwelling is the light of setting suns,
And the round ocean, and the living air,
And the blue sky, and in the mind of man,
A motion and a spirit, that impels
All thinking things, all objects of all thought,
And rolls through all things."

His Fame is Enduring

No words spoken here today can begin to do even partial justice to the things which were brought to pass by his constructive brain, his indomitable will and his generous heart. Thousands of people have passed away from this community whose names are forgotten soon after their mortal remains are deposited in their last resting places. But the name of him whose body lies in this casket will continue to shine with increasing splendor for generations to come.

We have probably lived too near him to appreciate his true greatness, just as those living in the shadow of a high mountain fail to take in its lofty proportions. As the years recede we shall come to see more clearly what a great soul he really was. It is not too much to say that posterity will do him ampler justice than even his contemporaries.

The progress of the world has always been carried on by elect personalities. The best type of a dreamer builds castles, first in the air, then on the solid earth. Men of vision have led the world in all departments of human activity. General Dodge was a practical idealist. Behind all his performances, both as a railroad builder and soldier, was a seeing soul. His achievements were the results of what one of the supreme thinkers of the ages has described as "the energy of faith."

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The Divine Master of men once said: "If ye have faith as a grain of mustard seed ye shall say unto this mountain, 'Be thou removed,' and it shall obey thee." The mountain has stood in literature for manifest obstacles to progress. Through the energy of faith General Dodge hastened the fulfillment of some such prophecies as these.

"Every valley shall be exalted and every mountain and hill shall be made low, and the crooked shall be made straight and the rough places plain."

Lived Wonderful Life

He came into the world richly endowed physically and mentally. The fact that he reaches his eighty-fifth year demonstrates that he must have preserved and guarded his heritage well. Both as a soldier and railroad builder he endured untold hardships. He was acquainted with all the delirious horrors of war. He saw the belching flames and heard the deafening roars of the noblest batteries that ever thundered in defense of liberty. Yet he outlived all the prominent leaders of the civil war.

A born engineer, a great soldier, a man of inflexible will, invincible courage, unswerving loyalty, sound judgment, blunt frankness, deep insight into men and of spiritual susceptibilities; these sum up the qualities which brought fame to General Dodge and through him a large measure of honor and success to Council Bluffs, to Iowa, and to our country.

As long as men shall continue to enjoy the fruits of rare constructive ability, extraordinary feats of military strategy and courage, consummate mastery of intricate financial and political problems, a warm hearted generosity that delights in supporting enterprises created for the enlightenment and uplifting of humanity, so long shall it be said of our distinguished citizen and beloved friend who has just crossed the bar, "He being dead, yet speaketh."

Guardsman are Pallbearers

The service finished, the pallbearers, eight sturdy non-commissioned officers of the national guard, lifted the casket with its draped flag and bore it from the house. There was a subdued rattle of arms as the escort came to "Present Arms," until the casket was deposited on the caisson. The escort formed and moved off, headed by the Third Infantry band and the carriage of the clergy.

Slowly to the wail of the dead march, the companies of the escort straightened out up Third street and the cortège extended, unit by unit, through the streets that were packed with spectators in spite of the cold.

The caisson, with its six black horses, and flanked on either side by four of the soldiers who carried the pall, the casket draped in the national flag and bearing the general's chapeau and sword, was followed by the led horse of the dead officer, the saddle draped in black, boots reversed in the stirrups and his saber at the cantel.

Honorary Pallbearers

Following the honorary pallbearers, were ten members of the Saturday Noon club of Council Bluffs, which organization for years was the especial favorite of the general and whose meetings he attended as long as he was able to leave his house. They were: E. H. Merriam, C. W. McDonald, H. W. Binder, Emmet Tinley, E. W. Hart, H. A. Quinn, W. A. Maurer, C. T. Stewart, John Mehlhop, Jr., F. R. Davis, W. L. Smith.

The carriages of the mourners came next, followed by carriages containing veterans of the general's civil war commands. These numbered men of the Fourth Iowa Volunteer infantry, the Second Battery of Iowa artillery, soldiers of the Sixteenth army corps and the Army of the Tennessee.

The next division was composed of soldiers and sailors of the civil war, the Grand Army of the Republic and Union Veterans' legion in carriages; the United Spanish War Veterans, soldiers and sailors of the Spanish War, Philippine insurrection and China expedition, marching. A small squad of sailors of the navy on leave who marched in uniform, added a touch of color to this division.

Soldiers of the Past

Then followed the carriages bearing Governor Clarke of Iowa, Lieut. R. T. Phinney, U. S. A., representing Norwich University, Mayor M. B. Snyder of Council Bluffs, the governor's staff and state officials, mayor's party, representatives of the United States army, the national organizations of patriotic orders and other distinguished guests from abroad.

Delegations representing various societies were next in line, the officers of the Woman's Relief Corps, Daughters of the American Revolution and delegations from a number of local and visiting societies, officers of the Odd Fellows, in carriages.

The division of civic societies headed by the Elks, followed, marching.

Many Civilians in Line

The last division was composed of carriages of civilians who joined to do honor to the distinguished dead and a score or more of automobiles closed the procession, which numbered more than 2,000 persons.

Up Third street from the home the cortege moved to Willow avenue and down to Fourth street, up Fourth to Broadway and thence east to Oak, through packed streets, the people uncovering as the pall was borne past them. From Oak street to Walnut Hill cemetery the sidewalks were lined and at the cemetery the hillsides were black with spectators.

In the Dodge plot in Walnut Hill are buried the father and mother of the general and his brother, N. P. Dodge, sr., and an imposing shaft at the north end already bears the names and inscriptions of those buried. One face of the shaft has been reserved for the inscription of the general.

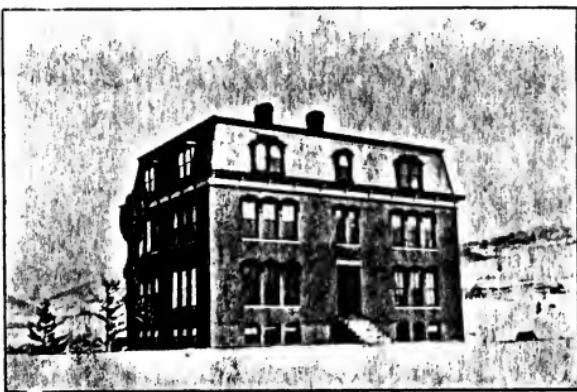
General Dodge's grave was made at the foot of a noble elm overlooking the valley that opens into the city, giving from it a beautiful view of the city that has been his home for more than sixty years.

As the cortege approached the grave the escort was formed in massed battalions on the left and the honorary pallbearers, the governor and Mayor Snyder, with their parties on the right, with the visiting notables and guests in their rear. The family was disposed at the head of the grave and the members of Abe Lincoln post of the Grand Army of the Republic and Woman's Relief corps formed about the grave for the ritualistic service of the order. The Relief Corps quartet sang a selection and the band rendered two numbers.

Last Honors by His Company

The Rev. Dr. Jones offered a short prayer after the ritual and Dr. Buxton read the graveside service of his church, and the band played "The Star Spangled Banner."

Then Company L, Third Infantry, the Dodge Light guard, moved into position and fired the three volleys which are the right of the soldier who dies with honor, a bugler stepped to the head of the grave and the sweetly solemn notes of Taps, "Lights Out," paid the last tribute of the living to the dead veteran.



Dodge Hall

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